

Phasing Schedule

1st February 2024

1. Introduction

This phasing statement has been prepared to respond to Oxfordshire County Council's objection to the application for the full planning permission for the use of the eastern part of the southern taxiway and the adjacent hush house building for car processing operations plus associated works and portable buildings (reference 23/02827/F). Planning permission is sought for a five-year period. The two issues raised by OCC are being dealt with by Mode Transport Planning and Eversheds Sutherland LLP and this response in relation to the comments on phasing.

There is concern raised by the County Council that this application may have consequences for the future delivery of Bus Route and Primary HGV Access along with the provision of the primary school required as part of the Hybrid planning consent (18/00825/HYBRID) and have requested that information be submitted to demonstrate the scheduling of these operations are not affected.

2. Hybrid Obligations/Triggers

The approval of the Hybrid planning application was subject to a S106 legal agreement which required many financial contributions and obligations to be made. The two obligations which are directly relevant to the temporary consent are as follows: -

2.1 Primary School

Paragraph 2.6.4 required that no more than 400 Dwellings are occupied prior to the Primary School has been constructed and transferred to the to the County Council.

The primary school is located within Masterplan Area A.

2.2 Bus Route and Primary HGV Access

Paragraph 2.1 of Schedule 16 requires the submission and approval of a plan showing the route of the Bus Route and Primary HGV Access through the development prior to commencing development on any part of Masterplan Area A.

Para 2.2 requires the Bus Route and Primary HGV Access has been completed to binder course level prior to the first Occupation of any Commercial Unit or Dwelling within Masterplan Area A.

3. Proposed Delivery Trajectory

Dorchester Living are targeting to deliver 200 dwellings per year from Heyford Park, however there have been no occupations against the Hybrid consent to date with the first expected in Q2 2024. The next residential Reserved Matters Applications are expected to be submitted in Q3 2024 with a start on site in mid 2025 and first occupations in 2026.

The residential sales market has been tough since Autumn 2022 with increasing interest rates and construction costs. Whilst it is anticipated that this will improve during 2025 there is ongoing uncertainty with a General Election and further inflationary pressures. To continue delivery rates, we have entered a

partnership with a Single-Family Housing (SFH) operator, however this is at a discount to market values creating less profit that can be used to forward fund infrastructure requirements.

We plan to continue our relationship with our PRS delivery partners to allow for an increase in delivery rates with the assumption of the sales market improving. Current market sentiments suggests that without government intervention the private sales will remain stagnated below the rate seen between 2016-2022 (Savills, Jan 24). The sensitivity analysis looks at potential delivery rates.

Delivery Rates									
Heyford Park Resi	2024	2025	2026	2027	2028	2029	2030	2031	Total
Option 1	64	74	110	160	192	192	192	191	1175
Option 2	64	74	75	75	100	100	150	150	788

4. Tenant Terms

The terms we have agreed with the tenant include a break clause to allow the developer access to the site and meet the requirements of the extant s106 agreement. This allows us flexibility to avoid impact on our delivery trajectory and allow us to construct and open both the bus loop and the school along with providing financial stability in case of slower residential delivery rates.

5. Current Progress

The primary school design has been progressed with Oxfordshire County Council with the feasibility currently being reviewed and a Reserved Matters Application expected to be submitted Spring 2024.

The design of the Bus Route and Primary HGV Access is being progressed with a pre-application discussion having happened in September 2023 with a Reserved Matters Application expected to be submitted Spring 2024. Both applications would run in parallel.

It is expected that the road construction will take circa 9 months to complete and will be delivered as a phased scheme with the signalised junction and access road to the Flying Field being constructed first. A combination of increased residential delivery rates and the temporary income achieved from this short-term letting and other opportunities will help fund the significant costs and allow for this new access to be bought forward.

None of the proposed hardstanding is within the Primary School boundary and therefore will not impact the construction prior to the required handover.

6. Conclusion

By consenting the temporary car processing application, it will provide part of the income which will help fund the early delivery of Chilgrove Drive to the benefit of the wider community without impacting the delivery of any of the associated infrastructure requirements of the Hybrid planning consent.

A meeting is planned with all stakeholders on maximising opportunities at Heyford Park to help fund delivery of the wider infrastructure earlier.